

CCS Brief Report on PSC in 2017 (Including the Fourth Quarter)

(As of December 31, 2017)

I. PSC Inspection of the Fourth Quarter of 2017

1. Overall description of PSC inspection of the fourth quarter of 2017

TOKYO MOU: About 767 CCS classed ships were inspected, 1 of which were detained. The detention rate is 0.13%;

PARIS MOU: About 69 CCS classed ships were inspected, none of which was detained. The detention rate is 0%;

USCG: About 68 classed CCS ships were inspected, none of which was detained. The detention rate is 0%;

According to the above information, altogether 904 CCS classed ships were inspected in the PSC inspection conducted by TOKYO MOU, PARIS MOU and USCG, 1 of which were detained, The detention rate is 0.11%.

In addition, none of the ships were detained in other countries or regions.

2. List of ships detained in the fourth quarter of 2017

Name of Ship	Flag	Ship Type Date of Building	Place of Detention Data	Detainable Deficiencies
A	Belize	General Cargo Ship 2011	China 2017.11.2	1.The distance between isolating valve for fuel supply to engines (generator) and engines to near (about 0.1m) to operative.2.Portsides lifeboat have not launched and maneuvered for April till today from drills record shows.3.Ship safety committee haven't established on board.(MLC deficiency, not related to CCS) 4. Emergency stopping device for main engine out of control form control room and bridge.

II. PSC Inspection of CCS Ships of 2017

1. Overall description:

TOKYO MOU: 3129 CCS classed ships received PSC inspection, 11 of which were detained. The detention rate is 0.35%;

PARIS MOU: 290 CCS classed ships received PSC inspection, 3 of which were detained. The detention rate is 1.03%;

USCG: about 289 CCS classed ships received PSC inspection, 1 of which was detained. The detention rate is 0.35%;

According to above information, the three PSC organizations have inspected 3708 CCS classed ships in total, 15 of which were detained. The detention rate is 0.4%;

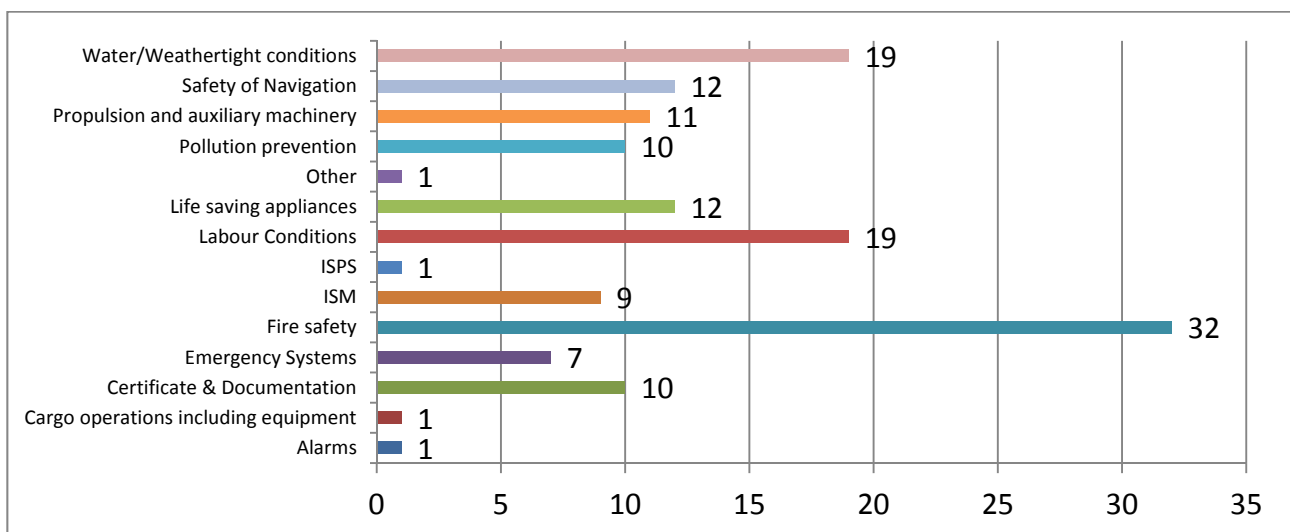
Two non-CCS classed ships with SMC and MLC issued by CCS detained by Germany and Canada Authority respectively due to serious deficiencies of ISM and MLC, without CCS responsibility are included in the above statistics.

Compared to last year (25 CCS ships detained), the CCS detained ships decreased by 10 ships and 40% in 2017.

2. Defect statistics of ships detained

◆ All deficiencies:

As for the 15 CCS ships with detention reports received and subject to investigation, there are altogether 145 deficiencies. The average number of deficiencies of the ships detained is 9.67.



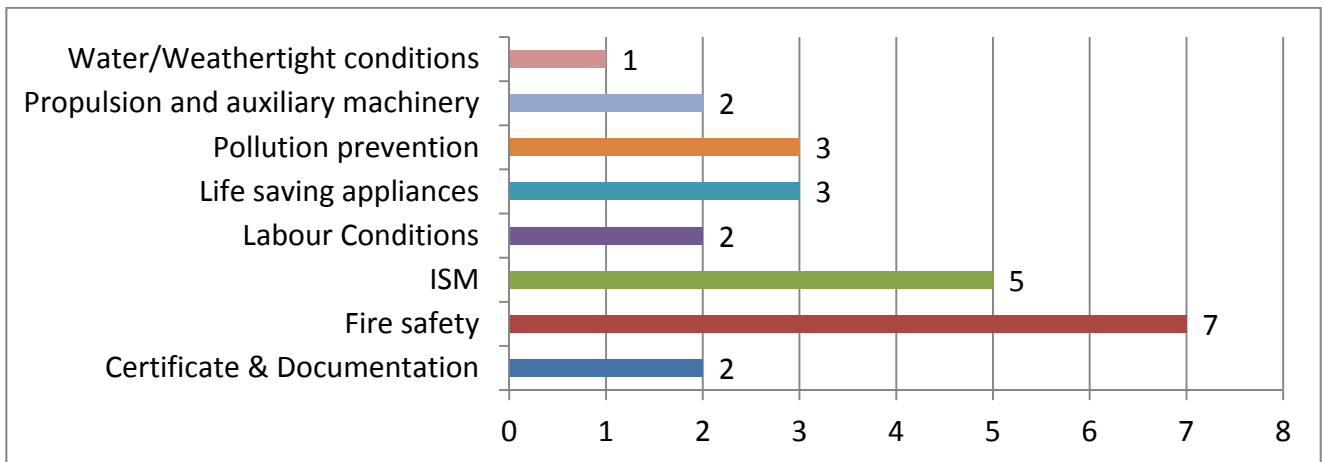
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Most deficiencies are involved in fire safety, water/weathertight conditions, labour conditions, safety of navigation, and life saving appliances.

◆ Detainable deficiencies

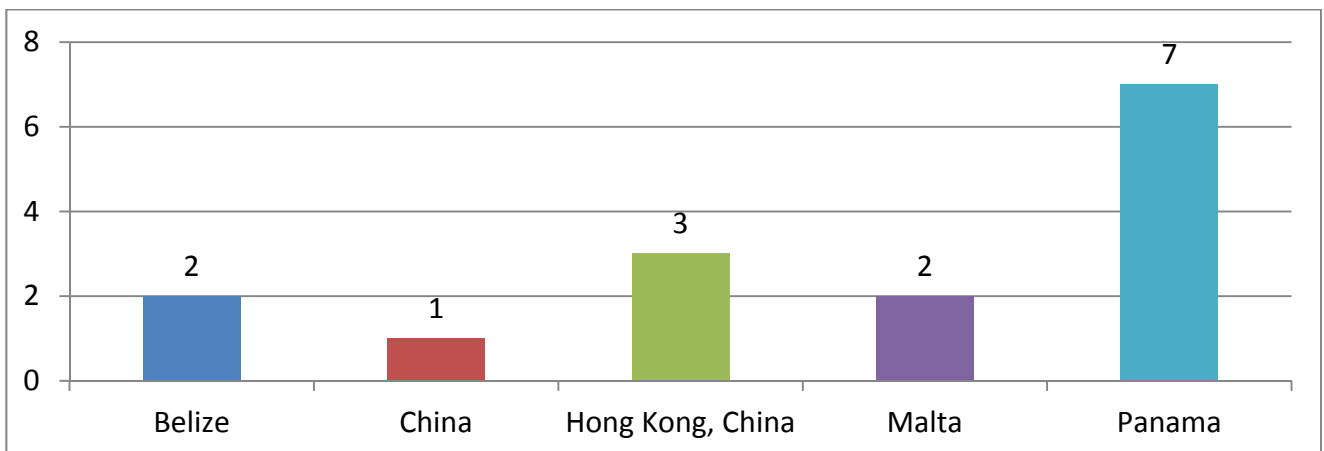
As for the 15 CCS ships with detention reports received and subject to investigation, there are altogether 25 deficiencies. The average number of deficiencies of the ships detained is 1.67, which is slightly lower than that of 2016(2.61).



Most detainable deficiencies are involved in fire safety, ISM, life saving appliances, pollution prevention.

◆ Distribution of flags of ships detained

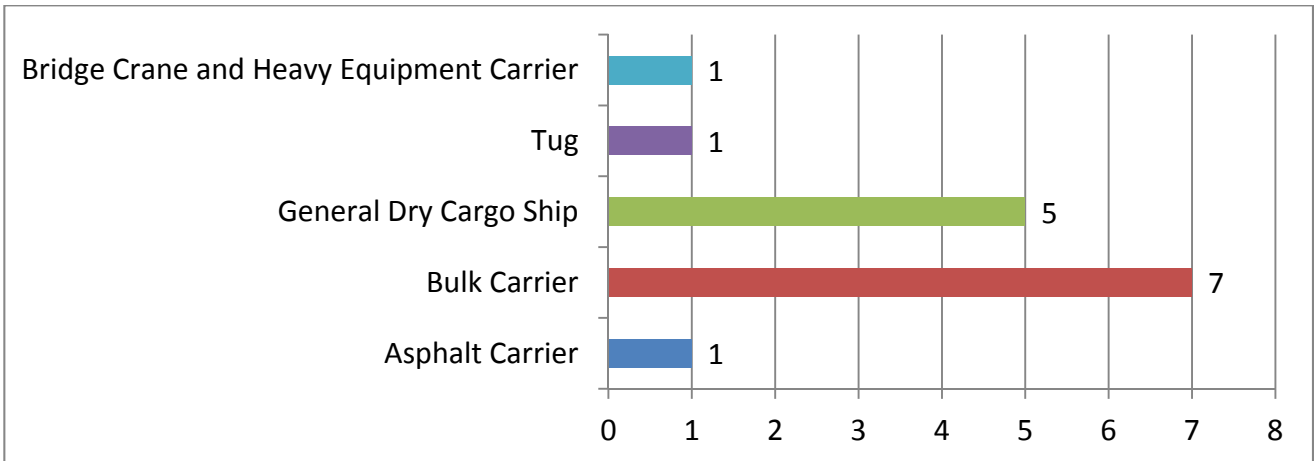
The flags of the 15 detained CCS ships are distributed as shown in the figure below:



As for the number of ships detained, the top flags are Panama and Hong Kong, China. The detention rate of Belize, Malta and Panama is higher than other countries in CCS fleet, which is 9.09%, 5.71% and 4.09%.

◆ **Distribution of types of ships detained**

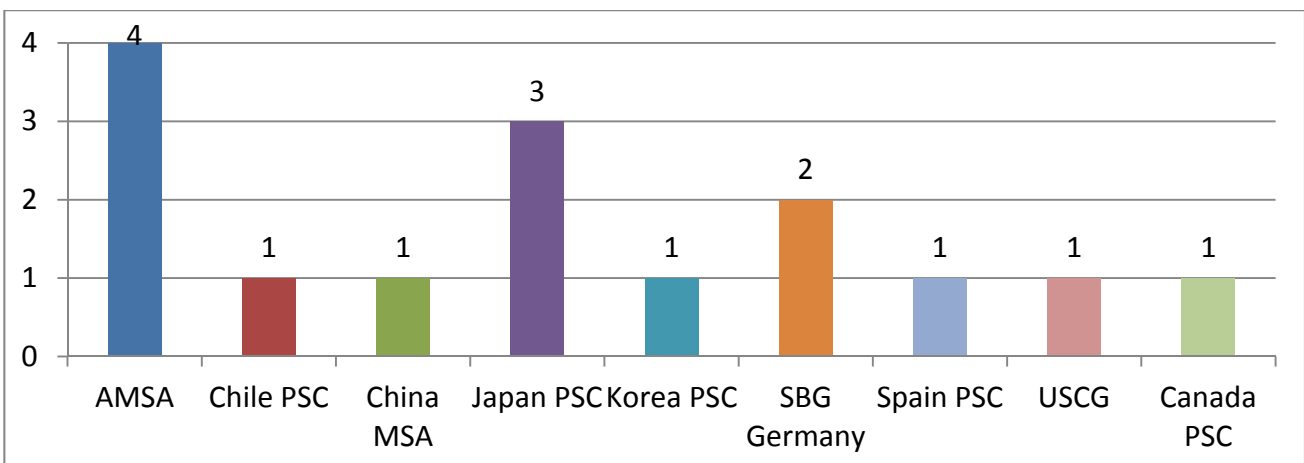
The types of the 15 detained CCS ships are distributed as shown in the figure below:



As for the number of ships detained, the top types of ship are bulk carrier and general dry cargo ship, which respectively take up 47% and 33% (add up to 80%) of the total number of ships detained.

◆ **Distribution of countries/regions of detention**

The countries/regions of detention of the 15 detained CCS ships are distributed as shown in the figure below:



The majority detentions are in Australia, Japan and Germany, and the number of CCS ships detained in these three countries takes up over 60% of the total number of ships detained.

III. Recommendations on PSC

- A good condition of the ship will give PSCO a good first impression and reduce the risk of detention. In 2017, many ships are involved in deficiencies in MLC. This is mainly reflected in poor sanitary conditions of ships, damage of living facilities, Hazardous working environment and inadequate crew treatment, these problems tend to be related to SMS, which lead to PSCO detain the ship because of ship safety management does not meet the requirements, especially for ship sailing in Australia and Europe. It is suggested that companies and ships increase publicity, improve the work enthusiasm of the crew, and provide good working and living environment for the crew to avoid relevant deficiencies and detention
- Several ships were subject to deficiencies or even detentions proposed by PSC because of the crew's bad habits, including fire doors secured in the open position, the tank sounding hole normally kept open, quick closing valve showing limited closure actions, randomly discarded oily waste and garbage, wires pulled without permission, emergency equipment and communication-navigation equipment not set in the automatic work positions, domestic sewage discharge valves not closed within the port, etc. It is suggested that companies strengthen publicity and education, supervise the crew to maintain good working and living habits and reduce relevant deficiencies or even detentions.
- Most of the deficiencies and detentions are due to critical equipment problems , mainly caused by deficiencies in lifeboat, emergency generator, ventilator, air pipe, cargo hatch cover, navigation equipment and pollution prevention equipment. Some ships are detained due to crew member unfamiliarity of related operations or operation actions slowly, causing that the PSCO believes the equipment is damaged or malfunction, the crew lack training and ISM does not meet the requirements. The crew shall pay special attention to the inspection and testing of the critical equipment, be familiar with the operation to prevent deficiencies and detention.
- European countries have designated institutions and personnel to sample and test the fuel or domestic sewage from the port and they will immediately report any discovered problems or hidden troubles to PSC institution who will assign special personnel to carry



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out a detailed survey of the ship, no special circumstance resulting in detention of the ship or huge fines and legal measures. Some ships are detained by member countries PSC of Paris MOU for exceed sulfur content (0.1%) in the fuel or for incorrect color of domestic sewage. Relevant companies and ships shall keep in mind and fully prepared for prevention.

- Some deficiencies reflect the possibility that individual supplier companies and maintenance/measurement service personnel do not strictly perform inspection requirements. It is suggested that the company continue to strengthen supervision of the supplier's services to prevent the occurrence of false fraud and shoddy work, the device does not accurately reset or installation errors after repair and the issuance of detection reports are not serious and so on. If the shipping company finds this situation, please promptly report it to the CCS local branch in order to take measures to unqualified supplier by CCS.

Thanks for your supporting.

**Classed Ships in Service Dept. of CCS Headquarter
January 31, 2017**